

Six ways to further reduce fuel consumption

Keep the right tyre pressure – preferably a little above the recommended level (plus 10–15 per cent). The car rolls better when the tyres are more inflated. This also reduces both tyre wear and tear as well as fuel consumption.

Off with the roof-rack and car roof box. Clear away any unnecessary load. This reduces both wind resistance and extra weight, which saves fuel.

Use an engine pre-heater. Cold starts consume extra fuel – even at temperatures above the freezing point.

- When the temperature is –15°C or below, it is enough to connect the engine pre-heater about one and a half hours before starting the engine.
- For temperatures up to 0°C, switch on the engine pre-heater one hour ahead.
- Up to +10°C, 20 minutes ahead is sufficient.

Avoid engine idling. The car consumes more fuel when the engine is idling than you think. Moreover, engine idling produces considerable amounts of hazardous emissions.

- Don't turn on the ignition until the moment you're going to drive away – this will enable you to get the heat up quickly in the engine as well as inside the car.
- Turn off the ignition when stopping, even if only very briefly. Modern direct injection diesel engines can be turned off in the same way as cars that run on petrol. It doesn't take any extra fuel to re-start this kind of engine.

Have the car serviced regularly. The engine runs more economically when there are good spark plugs, unclogged air filters and clean oil.

Turn off the air conditioning when it isn't needed, or run it at the efficiency setting. Up to a tenth of a decilitre of extra fuel is consumed per kilometre when the air conditioning is on.

Reduce the greenhouse effect

Carbon dioxide cannot be filtered away. Not at all. Catalytic converters and diesel particle filters remove emissions hazardous for human health and the environment, but not the carbon dioxide emissions that impact climate change. Every litre of fuel saved helps reduce the greenhouse effect.

Did you know that...

- Almost half of all car trips are shorter than 5 kilometres.
- If you increase your speed from 100 to 110 km/h you will save 5 minutes for every 100 kilometres you drive, theoretically speaking. But at the same time, the fuel consumption will increase by 10–20 per cent, which costs 10 to 20 Swedish kronor per 100 kilometres.
- The average car in Sweden consumes 8.2 litres per 100 kilometres. Compared to the rest of Europe, we have unusually thirsty cars.

At the www.vv.se website you can find more tips on how to keep down your fuel consumption, as well as how to choose a fuel-efficient and safe car.

All calculations are based on a fuel price of 13.00 Swedish kronor per litre.

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Great savings every kilometre

– tips on how to stretch your fuel tank



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ECO-DRIVING

Whatever the make of your car you can reduce your fuel consumption by five to ten per cent through learning a few simple tricks. You can save ten Swedish kronor for every 100 kilometres you drive – and even more! This amounts to thousands of kronor a year.

Eco driving concerns taking advantage of kinetic energy. Through keeping an eye on what's ahead you won't have to waste fuel through braking and accelerating. Modern cars can perform even at low engine revolutions. Driving in the highest possible gear reduces fuel consumption. Release the accelerator when slowing down or when the engine doesn't need more power.

Eco driving often means a higher average speed in city traffic despite a calmer style of driving. The method also works for cars with automatic transmission.



Valle considered himself to be an active driver. But in actual fact, he only drove erratically – with a heavy foot on both accelerator and brake. His fuel consumption averaged 11 litres/100 kilometres. Now, to drive the same distance in the same car he only uses 8 litres – 3 litres less every 100 kilometres. He still drives 18 000 kilometres a year – and doesn't lose any time.

Valle saves more than 7 000 kronor a year.



Kalle drives a Volvo that normally consumes a little over 9 litres/100 kilometres. He's got his fuel consumption down to 8 litres/100 kilometres. Considering that he drives 15 000 kilometres a year, this means

a savings of close to 2 000 kronor.



Lisa drives a lot at work, 30 000 kilometres a year. Since learning eco driving she has been able to reduce her average fuel consumption by 10 per cent. **Lisa's**

savings are 3 200 kronor.

Five steps to fuel efficient driving:

1 Keep an eye on what's ahead – plan

Avoid sharp braking and unnecessary stopping.

- Scan ahead. Plan your driving so that you won't have to stop and start unnecessarily.
- Keep your distance to the car in front of you.
- Release the accelerator and coast towards intersections and traffic lights. Fuel consumption drops to zero if you avoid disengaging the clutch.

2 Shift to a higher gear early – drive in the highest gear possible

Shift to higher gears as soon as possible after starting the car.

- Drive only a couple of car lengths in first gear and then shift to second – this is what cars are designed for. Shift directly from second to fourth or from third to fifth gear.
- Accelerate resolutely up to the speed you want to reach. Never use more than half throttle. Shift up to the next gear before the engine reaches 3 000 revolutions per minute. Nowadays most cars can drive at 50 km/h in top gear.

3 Drive smoothly & stick to speed limits

Maintain as even a pressure as possible on the accelerator. This is easier if you keep a proper distance to the car in front. Stick to the speed limit.

- Driving smoothly saves fuel. Changes in speed cost money. The faster you drive, the greater the rise in fuel consumption.
- Reducing your speed from 110 to 100 kmph cuts fuel consumption by 10 percent.
- Reducing your speed from 100 to 90 kmph cuts fuel consumption by a further 10 percent.
- On rural roads: Ease up on the accelerator a little when approaching the crest of a hill and make use of the car's kinetic energy.

4 Release the accelerator – use engine braking

Using the brake pedal always wastes fuel. Let the engine do the job instead through gentle downshifting. Engine braking cuts off the fuel supply completely.

Keep an eye on the rpm indicator. Lighten up on the accelerator when this shows 1 500 – 1 600 revolutions per minute. When the indicator drops to about 1 200 (lower for diesel-fuelled cars) the engine starts to need fuel again. You should therefore downshift just before you reach this rpm.

5 Ease off downhill, even accelerator uphill

Let the car cruise with sufficient power downhill without using the accelerator. Try to gain speed before starting uphill so you can use a high gear on the incline. Do not increase pedal pressure on the way up. Avoid accelerating going uphill. Try to utilise speed picked up from the previous downward slope.